

<b>USH 41: CTH M TO IH 43 (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY SOUTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH				
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	165	0.0	OFF	165	0	0.00	0	66.1	66.1	66.1	
1-2 AM	94	0.0	OFF	94	0	0.00	0	66.2	66.2	66.2	
2-3 AM	74	0.0	OFF	74	0	0.00	0	66.3	66.3	66.3	
3-4 AM	68	0.0	OFF	68	0	0.00	0	66.3	66.3	66.3	
4-5 AM	145	0.0	OFF	145	0	0.00	0	66.1	66.1	66.1	
5-6 AM	366	0.0	OFF	366	0	0.00	0	65.7	65.7	65.7	
6-7 AM	360	0.0	OFF	360	0	0.00	0	65.7	65.7	65.7	
7-8 AM	682	0.0	OFF	682	0	0.00	0	65.1	65.1	65.1	
8-9 AM	1328	0.0	OFF	1328	0	0.00	0	63.9	63.9	63.9	
9-10 AM	2238	0.0	1499	1889	349	9.89+	276	62.2	12.4	30.8	
10-11 AM	2570	0.0	1499	1521	1049	16.75+	428	60.2	8.9	30.8	
11AM-NOON	2355	0.0	1500	1502	853	16.74+	425	62.0	9.0	30.8	
NOON-1PM	2104	0.0	1500	1502	602	16.74+	425	62.5	9.0	30.8	
1-2 PM	2215	0.0	1500	1502	713	16.74+	425	62.3	9.0	30.8	
2-3 PM	2211	0.0	1500	1501	710	16.74+	425	62.3	9.0	30.8	
3-4 PM	1758	0.0	1500	1501	257	16.74+	424	63.1	9.0	30.8	
4-5 PM	1955	0.0	1500	1501	454	16.74+	424	62.7	9.0	30.8	
5-6 PM	1872	0.0	1500	1501	371	16.74+	424	62.9	9.0	30.8	
6-7 PM	1519	0.0	1500	1468	51	16.38+	414	63.5	9.1	30.8	
7-8 PM	1203	0.0	OFF	1203	0	0.43	26	64.1	53.1	53.1	
8-9 PM	802	0.0	OFF	802	0	0.00	0	64.9	64.9	64.9	
9-10 PM	462	0.0	OFF	462	0	0.00	0	65.5	65.5	65.5	
10-11 PM	281	0.0	OFF	281	0	0.00	0	65.9	65.9	65.9	
11PM-MID	132	0.0	OFF	132	0	0.00	0	66.1	66.1	66.1	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

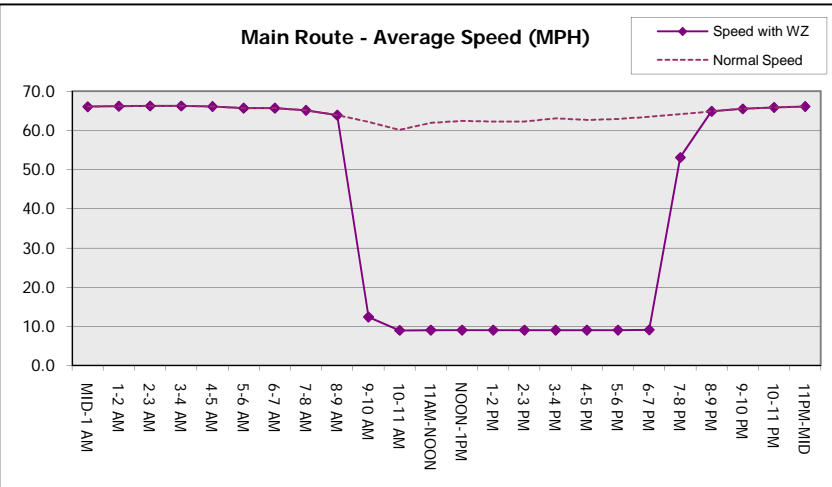
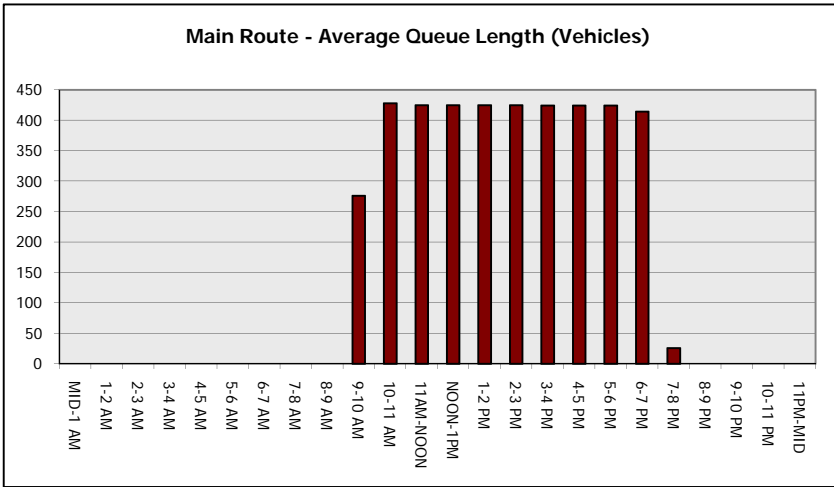
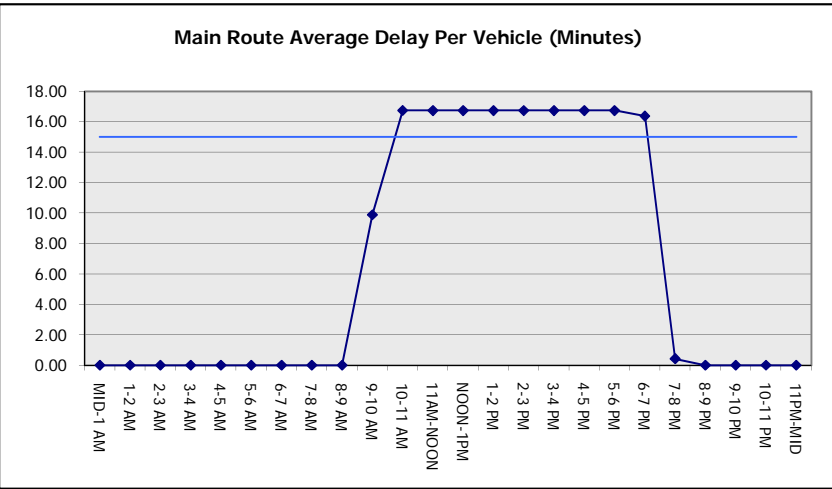
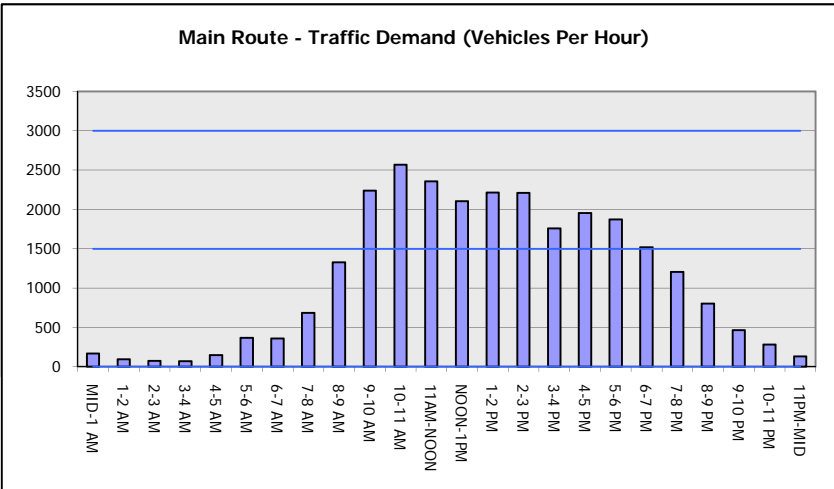
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0094
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0044
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$92,778
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY SOUTHBOUND DIRECTION**



<b>USH 41: CTH M TO IH 43 (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

SUNDAY NORTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	313	0.0	OFF	313	0	0.00	0	65.8	65.8	65.8
1-2 AM	174	0.0	OFF	174	0	0.00	0	66.1	66.1	66.1
2-3 AM	148	0.0	OFF	148	0	0.00	0	66.1	66.1	66.1
3-4 AM	88	0.0	OFF	88	0	0.00	0	66.2	66.2	66.2
4-5 AM	113	0.0	OFF	113	0	0.00	0	66.2	66.2	66.2
5-6 AM	182	0.0	OFF	182	0	0.00	0	66.1	66.1	66.1
6-7 AM	307	0.0	OFF	307	0	0.00	0	65.8	65.8	65.8
7-8 AM	373	0.0	OFF	373	0	0.00	0	65.7	65.7	65.7
8-9 AM	490	0.0	OFF	490	0	0.00	0	65.5	65.5	65.5
9-10 AM	718	0.0	1500	718	0	0.49	0	65.0	52.4	42.7
10-11 AM	988	0.0	1500	988	0	0.52	0	64.5	51.5	41.7
11AM-NOON	1226	0.0	1500	1226	0	0.67	0	64.1	48.3	37.6
NOON-1PM	1181	0.0	1500	1181	0	0.61	0	64.2	49.4	39.1
1-2 PM	1190	0.0	1500	1190	0	0.62	0	64.1	49.2	38.8
2-3 PM	1277	0.0	1499	1277	0	0.73	0	64.0	47.2	36.2
3-4 PM	1583	0.0	1499	1583	0	1.75	23	63.5	34.4	30.8
4-5 PM	1845	0.0	1500	1845	0	9.73	255	63.0	12.1	30.8
5-6 PM	1588	0.0	1499	1494	94	16.72+	423	63.4	9.0	30.8
6-7 PM	1213	0.0	1499	1213	0	11.68+	301	64.1	10.9	31.9
7-8 PM	839	0.0	OFF	839	0	0.05	2	64.8	63.2	63.2
8-9 PM	571	0.0	OFF	571	0	0.00	0	65.3	65.3	65.3
9-10 PM	334	0.0	OFF	334	0	0.00	0	65.8	65.8	65.8
10-11 PM	261	0.0	OFF	261	0	0.00	0	65.9	65.9	65.9
11PM-MID	171	0.0	OFF	171	0	0.00	0	66.1	66.1	66.1

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0060
MAIN ROUTE WITH WORKS	0.0051
'DIVERSION'	0.0001

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$18,277
CONGESTED HOURS PER DAY*	2

\*Delays Exceeding User-Specified Maximum

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**SUNDAY NORTHBOUND DIRECTION**

